

Mails.

CANADIAN PACIFIC STEAMSHIP

**TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,**

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA"

2,553 Tons Register, Williamson, Commander,
will be despatched for VANCOUVER, B.C.

Be followed by the S.S. "ABYSSINIA," on 6th February, and S.S. "PARTHIA" on the 6th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports by the

regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria...	(Mex.) \$210.00
To Montreal New York, &c.....	790.00
To Liverpool	325.00

To Other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent.

Freight will be received on board until 4 P.M. on the 8th Jan.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

ADAMSON, BELL & Co.,
Agents.
Hankow, 17th December, 1924.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY,
THROUGH-TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO. 33
THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO" 4

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 9th January, 1890, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco.....	\$225.00
To San Francisco and return, } available for 6 months.....	393.75
To Liverpool.....	325.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day;

Parcel Packages should be

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50 A, Queen's Road Central.

C. D. HARMAN,
Agent.
Singapore, 10th December, 1880.
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUETZ.

ONY SAID, BRINDISI, GENOA,
 ANTWERP, BREMEN & HAMBURG
 PORTS IN THE LEVANT, BLACK
 SEA AND BALTIC PORTS;
 ALSO,
 LONDON, NEW YORK, BOSTON,
 BALTIMORE, & NEW ORLEANS, &
 GALVESTON, AND SOUTH
 AMERICAN PORTS.

**THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.**

**B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.**

**ON SUNDAY, the 10th day of January,
1890, at 10 A.M., the Company's Steamship**

AYEKN, Captain J. Mergell, with
HILLS, PASSENGERS; SPECIE & CARGO,
leave this Port as above, Calling at GROWA-
Shipping Orders will be granted till Noon,
Goods will be received on Board until 4 p.m.
Specie and Parcels are not to be sent on Board,
must be left at the Agency's Office. (C)
and Value of Packages are required.
The Steamer has splendid Accommodation
carries a Doctor and Stewards.

For further Particulars, apply to
MELCHERS & Co.,
 Agents,
 New York, 31st December, 1889.

Intimations.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

WE invite attention to our stock of articles suitable for CHRISTMAS AND NEW YEAR GIFTS. Toilet Fittings in Crystal and Silver. Liqueur Stands. Smokers Cabinets, &c.

CONFECTIONERY.

English, American and French Bon Bons and Crackers.

WINES AND SPIRITS.

All well matured and of English quality.

MANILA CIGARS AND CHEROOTS.

Manufactured expressly for us by La Constancia Factory.

DAKIN BROS. OF CHINA, LIMITED, LONDON-HONGKONG-AMOI.

(Telephone No. 60.) Hongkong, 16th December, 1890.

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

(ESTABLISHED A.D. 1841.) HONGKONG.

WE invite attention to the following old brandy, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and imported direct from the most noted Shippers, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

Per Case. Per Bottle.

A. Alto Douro, good quality, 10 1.00

B. Vintage, Superior quality, 12 1.10

C. Fine Old Vintage, superior quality, 14 1.25

D. Very Fine Old Vintage, extra superior, 18 1.50

SHERRIES.

A. Delicate Pale Dry, dinner wine, 6 0.60

B. Superior Pale Dry, dinner wine, 7 0.75

C. Superior Old Dry, Pale Natural Sherry, 10 1.00

D. Very Superior Old Pale Dry, choice Old Wine, 10 1.00

E. Extra Superior Old Pale Dry, very finest quality, 14 1.25

CLARETS.

A. Superior Breakfast Claret, 4 0.40

B. St. Raphael, Red Claret, 5 0.50

C. St. Julien, 7 0.70

D. La Rose, 11 1.20

BRANDY.

A. Hennessy's Old Pale, Red Capsule, 12 1.10

B. Superior Very Old Cognac, Red Capsule, 14 1.25

C. Very Old Liqueur Cognac, Red Capsule, 18 1.50

D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule, 24 2.00

SCOTCH WHISKY.

A. Thorne's Blend, White Capsule, 8 0.75

B. Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark, 8 0.75

C. Watson's Abolet Blend with Name and Trade Mark, 8 0.75

D. Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule, 10 1.00

E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 12 1.10

IRISH WHISKY.

A. John Jameson's Old, Green Capsule, 8 0.75

B. John Jameson's Fine Old, Green Capsule, 10 1.00

C. John Jameson's Very Fine Old, Green Capsule, 12 1.10

GUINNESS BOTTLING WHISKY, stout, Red Capsule, with Name, 10 1.00

GIN.

A. Fine Old Tom, White Capsule, 4 0.40

B. Fine Unsweetened, White Capsule, 5 0.50

C. Fine A. V. H. Geneva, 5 0.50

RUM.

Finest Old Jamaica, Violet Capsule, 12 1.00

Good Leeward Island, 12 1.00 per Gallon.

LIQUEURS.

Benedictine, Maraschino, Curacao, Herring's Cherry Cordial, Chartreuse, Dr. Siegen's Angostura, Bitters, &c.

BIRTHS.

At Shanghai, on Sunday, 21st December, 1890, the wife of OSBORNE MIDDLETON, of a daughter.

On Monday, 23rd December, 1890, at No. 17, North Scotch Road, the wife of EDWARD EVANS, of a son.

At 35, Foochow Road, Shanghai, on the 26th instant, the wife of J. J. MANFIELD, of a son.

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attention of the Governments of Hongkong and Canton to the alleged wholesale kidnapping by the German steamer *China*, and now we have an almost similar instance in the case of the German steamer *Kiel*.

On the 10th inst. the last-named vessel arrived outside Singapore harbour from Hongkong and signalled for the police.

When the authorities went on board the Captain explained that he had over two hundred Chinese coolies on board bound for Medan and that he was afraid of trouble with them, as they claimed that they had been engaged in Hongkong to proceed to "Medan in Singapore," and protested against being taken to Sumatra.

One of the staff of the Chinese Protectorate in Singapore made inquiries of the coolies themselves and satisfied himself that the men had been wilfully deceived in Hongkong by representations that Medan was actually a port in the Straits Settlements. This official further advised them, as their passage tickets and agreements were made out for Medan, to quietly proceed there, and on arrival make their complaints to the Dutch authorities.

It would seem that these "free immigrants" had no other alternative; a boat from H.M.S. *Pigmy* kept cruising round the *Kiel* and a guard of some forty Kling boatmen were sent on board to suppress any disturbance or prevent any of the coolies from escaping. The same evening the steamer left for her destination, and we read that as she was weighing anchor one of the immigrants jumped overboard and was rescued by the boat of H.M.S. *Pigmy*.

On the face of these admitted facts there can be very little doubt that another of those dodges which have made the coolie traffic so infamous has been successfully worked in this colony. The *Kiel* duly cleared at the Harbour Office for Medan on the 4th December and there is no reason to doubt the *bond fides* of either the Captain or Agents of the steamer; that the Harbour regulations were conformed to and the immigrants passed in the usual fashion may safely be taken for granted. But all official precautions would appear to have failed to prevent a large number of ignorant coolies from being decoyed from the colony by misrepresentations on the part of that enterprising fraternity commonly known as "coolie-catchers." And in our opinion this part of the business appeals directly to the Hongkong Government, and should form the subject of a thorough and searching investigation. There ought to be no difficulty in obtaining the fullest information regarding the coolies shipped by the *Kiel*, and the Chinese agents who are alleged to have been guilty of fraudulent misrepresentations should be made accountable to the law for their misdeeds. Meanwhile the wretched immigrants have been distributed over the plantations in Sumatra. What steps were taken for their vindication on arriving at Medan we are not aware; but it may safely be assumed that the Dutch authorities would pay little attention to their complaints, and the treatment of Chinese laborers on these tobacco plantations has long been notorious. However, our present aim is to direct the attention of the Hongkong Government to this most recent instance of wholesale "kidnapping" under a foreign flag, so that more rigid regulations may be enforced to put down a rank abuse, the existence of which is anything but creditable to the colony.

THE HONGKONG TELEGRAPH, TUESDAY, DECEMBER 31, 1890.

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and Laycock. Our boxes are now leaving in shoals for America and England and there is nothing to tempt much of the calibre of Mace and Burke, Cannon and Whittier to come here. Public enthusiasm over these minor departments of sport has undoubtedly of late greatly diminished and their very existence is threatened.

Charles Lever, in describing a continental race-meeting, opined that a wealthy class like the English aristocracy was necessary to the existence of the turf. Now it is evident that both in England and Australia the principal factor in promoting the popularity of racing has been a certain class of owners, wealthy enough to be independent of the betting-ring. The presence in the field of a Falmouth, Westminster, White, or Wallace is sufficient to destroy the best-laid schemes of leviathans and cash-holders, and to encourage the vast army of backers on whom racing really depends. A powerful, straightforward stable is of infinitely more value to the public from the machinations of the ring. Let such cease to exist, let racecourses be exclusively controlled by those who are wholly or partially dependent on the turf for a livelihood and the end is near. The "sport of kings" may for a time be kept only for the "kings of the ring," but its doom is sealed. Commenting on the recent Chetwynd-Durham scandal, Bailey's Magazine, a recognised authority, says:— "Active participation in racing is pre-eminently an amusement for persons whose income is more than sufficient for their wants, and who are sufficiently high-minded to discard altogether the least thoughts of gain, and sufficiently good sportmen to take with equanimity the reverses of fortune. Directly racing becomes a business, men enter into a contest, from which, in all likelihood, but few emerge unimpaired."

Without going back to the times of John Tai it is easy to see that, as the great owners drop off, their places are not being filled. Who has stepped into the shoes of Messrs. De Mont, Pearson, Wilson and Robinson? Do the Coopers, the Clifkes, and the Longs support the Australian turf as they did four years ago? Many other such instances can be quoted, but where is the prominent owner who has of late sprung up? The solitary exception is Mr. Donald Wallace, but it is doubtful whether he shall much longer devote so much attention to the Australian turf. "Augur" recently paid his periodical visit to the Hon. James White's stable, and while he noticed that the young animals were as good as ever, it struck him that the "flower of the flock" were bred in English time, and that the most promising colts now at Kirkham are not intended for the Australian turf. It is thus made evident that the leading owner and most powerful and influential sportsman, should he thoroughly recover, as all sincerely hope he may, from his present terrible illness, will, for some time at least, devote his time to the English racing, and his example has been followed by the Messrs. Cooper, and rumour hath it that at no distant date the owner of *Carlin* and *Montor* may sport his colours at the other end of the world. In sports, as in everything else, there is a tide of fashion, and just as the Champs Elysees and Hyde Park have, for the time, displaced Broadway as the show-ground of American plutocracy, so Newmarket or Epsom may become the Mecca of our leading racing-men. Then, should our wealthy owners once rub shoulders with royalty, it will be difficult to tear them away from those associations so dear to the "representative Australian." With the withdrawal of these great owners the Australian turf will have to depend on betting-men, and the owners and trainers who live by the game, finding combination more profitable than competition, generally federate for the purpose of keeping the public, who may cease to support racing when they discover the imposition.

Breeding racemasters is a risky business, in which the prizes are few and the blanks many, and the thorough-breds foaled but a small proportion ever stand the ordeal of training, and only few of these pay for their oats, and it is evident that large capital is required to produce high class races. The bookmaker who likes a quick "turnover" is not the man to sink fabulous sums for years in any enterprise. If thorough-breds are to be produced at all without the assistance of large private stables, it must be by means of stud companies such as those of New Zealand. And if the public cease to support racing such speculations will soon fail to be profitable.

"Augur" has recently pointed out, in the columns of the *Australasian*, that we have not a tithe of the amateur riders of a dozen years ago, and the leading riders are now leaving our shores for England, just as rats desert a sinking ship.

It may be beneficial to inquire what effect sport has on national character and physique. Taking the most important department first, it is evident that the extinction of the turf, if it should produce any important result at all, must be for good. Racing, as everyone knows by this time, deteriorates the human race, for it is carried on simply to appease the inherent gambling mania which evinces itself in various forms from chapel bazars and "heading" to stock transactions. Keen observers aver that the addition of the Australians to field sports preserves them from physical deterioration. Cricket, football, rowing, cycling, and lawn-tennis, can be carried on without the gambling which at present mars many Australian sports. In America, athletics are promoted by the big clubs for the general good rather than to enrich speculative individuals. In Germany the State supervises physical education with results that made themselves felt at Sedan and Sedan. To free Australian sport from the evil influences now surrounding it is a task worthy of a statesman.—*Sydney Bulletin*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Sold at the following prices: "Scott's Emulsion" in cases of one dozen, 10s. 6d.; and in cases of six, 5s. 6d. I am of opinion that it is a valuable preparation for such cases. The children take it and grow more, and the good effects are apparent, and it is far superior to ordinary Cod Liver Oil.—J. MARSHALL, M.R.C.S., &c., 143, Grange Road, Brompton, S.W. Any Chemist can supply it.—A. S. Watson & Co. (Lid.), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

THE CHINESE AMUSEMENTS SYNDICATE, LIMITED.

It is hereby notified for the information of the Public that the Syndicate's Grounds at Bowling are temporarily CLOSED. By Order of the Board of Directors. J. A. BARRETTO, Secretary. Hongkong, 31st December, 1889. [1650]

NOTICE.

MR. ABDULLAH HOY ALLARUKHIA, being about to leave for Bombay, is hereby notified that he is leaving on the 1st of January, 1890, and that he is not responsible for any business or correspondence which may be sent to him after that date. J. A. BARRETTO, Secretary. Hongkong, 31st December, 1889. [1650]

Today's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SAIGON. THE Company's Steamship

"HAIPHONG," will be despatched for the above Ports, on THURSDAY, the 2nd January, at NOON. For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, 31st December, 1889. [1657]

STEAM TO MANILA, VIA AMOY. THE Steamship

"SIN NANZING," will be despatched for the above Ports, on THURSDAY, the 2nd January, 1890, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 31st December, 1889. [1652]

FOR SHANGHAI. THE Steamship

"NINGPO," will be despatched for the above Port, on THURSDAY, the 2nd January, 1890, at 4 P.M. For Freight or Passage, apply to SIEMSEN & Co., Agents. Hongkong, 31st December, 1889. [1651]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN PORTS, up to CALAO. Taking cargo at through rates to PERSIAN GULF and BAGDAD. THE Company's Steamship

"BORMIDA," will be despatched for the above Ports, on THURSDAY, the 2nd January, 1890, at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 31st December, 1889. [1649]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TSINAN," will be despatched for the above Ports, on MONDAY, the 20th January, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 31st December, 1889. [1653]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP. THE Steamship

"DRNBIGHSHIRE," will be despatched on or about 20th January. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 31st December, 1889. [1676]

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

A FINAL DIVIDEND for the year 1888, being a return to Shareholders of 3%, on the net Contributory Premia, is now declared. Warrants will be payable at the Hongkong and Shanghai Banking Corporation on and after Wednesday, the 8th prox. By order of the Court of Directors, W. H. PERCIVAL, Acting Secretary. Shanghai, 26th December, 1889. [1655]

GOVERNMENT NOTIFICATION.

REQUIRED FOR THE POST OF INTERPRETER in the Police Courts at Singapore, an Interpreter having a good knowledge of English, of the Chinese written character, and of two or more of the following dialects of Chinese:—

Tokien, Teohley, Cantonese, Hakka, and Hainan. Salary \$500 per annum. The selected Candidate will be required to pass a Medical examination as to his physical fitness for service. Examination of candidates for the above will be held at the Government Office, Hongkong, on Thursday, the 9th proximo, at 2.30 p.m. Candidates should send to the Secretary, Board of Examiners, Government Office, before MONDAY, the 6th January, at noon, their applications enclosing testimonials and stating what dialects they wish to be examined in. F. H. MAY, Honorary Secretary. Board of Examiners. Hongkong, 31st December, 1889. [1656]

AMATEUR DRAMATIC CLUB.

GRAND CHRISTMAS PANTOMIME.

ALI BABA AND THE FORTY THIEVES.

DATES OF PERFORMANCES, EVENING.

the 2nd, 6th, and 9th January, 1890.

AFTERNOON, 4th January, 1890.

Evening Performances to commence at 9 p.m. Afternoon at 5.15 p.m.

Reserved Seats \$2. Unreserved \$1.

Children half-price to afternoon performances. After 10 p.m. each evening Admission \$1.

Tickets can be obtained at Messrs. LAY, CHATFIELD & Co. or at the Door. Hongkong, 31st December, 1889. [1658]

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold. Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central, A. SHELTON HOOPER, Secretary. Victoria Buildings, Hongkong, 3rd May, 1889. [1659]

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Under-mentioned Shares in the Hongkong and Shanghai Banking Corporation, Limited, Nos. 10890 to 10900, in the name of ALEXANDER MICHE, have been LOST, and should the same not be produced before the Thirty-first day of December next, New Scrips will be issued to the said ALEXANDER MICHE, and the same will be validly treated by this Company as null and void.

For the Hongkong and Shanghai Banking Corporation, Limited, and Reduced. EDWARD OSBORNE, Acting Secretary. Hongkong, 2nd December, 1889. [1592]

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, AND REDUCED.

NOTICE is hereby given that the Under-mentioned Shares in the Hongkong and Kowloon Wharf and Godown Company, Limited, Nos. 10890 to 10900, in the name of ALEXANDER MICHE, have been LOST, and should the same not be produced before the Thirty-first day of December next, New Scrips will be issued to the said ALEXANDER MICHE, and the same will be validly treated by this Company as null and void.

For the Hongkong and Kowloon Wharf and Godown Company, Limited, and Reduced. EDWARD OSBORNE, Acting Secretary. Hongkong, 2nd December, 1889. [1592]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Under-mentioned Bank Share Certificates, Nos. 2071 to 2072, 2073 to 2074, 2075 to 2076, 2077 to 2078, 2079 to 2080, 2081 to 2082, 2083 to 2084, 2085 to 2086, 2087 to 2088, 2089 to 2090, 2091 to 2092, 2093 to 2094, 2095 to 2096, 2097 to 2098, 2099 to 2100, 2101 to 2102, 2103 to 2104, 2105 to 2106, 2107 to 2108, 2109 to 2110, 2111 to 2112, 2113 to 2114, 2115 to 2116, 2117 to 2118, 2119 to 2120, 2121 to 2122, 2123 to 2124, 2125 to 2126, 2127 to 2128, 2129 to 2130, 2131 to 2132, 2133 to 2134, 2135 to 2136, 2137 to 2138, 2139 to 2140, 2141 to 2142, 2143 to 2144, 2145 to 2146, 2147 to 2148, 2149 to 2150, 2151 to 2152, 2153 to 2154, 2155 to 2156, 2157 to 2158, 2159 to 2160, 2161 to 2162, 2163 to 2164, 2165 to 2166, 2167 to 2168, 2169 to 2170, 2171 to 2172, 2173 to 2174, 2175 to 2176, 2177 to 2178, 2179 to 2180, 2181 to 2182, 2183 to 2184, 2185 to 2186, 2187 to 2188, 2189 to 2190, 2191 to 2192, 2193 to 2194, 2195 to 2196, 2197 to 2198, 2199 to 2200, 2201 to 2202, 2203 to 2204, 2205 to 2206, 2207 to 2208, 2209 to 2210, 2211 to 2212, 2213 to 2214, 2215 to 2216, 2217 to 2218, 2219 to 2220, 2221 to 2222, 2223 to 2224, 2225 to 2226, 2227 to 2228, 2229 to 2230, 2231 to 2232, 2233 to 2234, 2235 to 2236, 2237 to 2238, 2239 to 2240, 2241 to 2242, 2243 to 2244, 2245 to 2246, 2247 to 2248, 2249 to 2250, 2251 to 2252, 2253 to 2254, 2255 to 2256, 2257 to 2258, 2259 to 2260, 2261 to 2262, 2263 to 2264, 2265 to 2266, 2267 to 2268, 2269 to 2270, 2271 to 2272, 2273 to 2274, 2275 to 2276, 2277 to 2278, 2279 to 2280, 2281 to 2282, 2283 to 2284, 2285 to 2286, 2287 to 2288, 2289 to 2290, 2291 to 2292, 2293 to 2294, 2295 to 2296, 2297 to 2298, 2299 to 2300, 2301 to 2302, 2303 to 2304, 2305 to 2306, 2307 to 2308, 2309 to 2310, 2311 to 2312, 2313 to 2314, 2315 to 2316, 2317 to 2318, 2319 to 2320, 2321 to 2322, 2323 to 2324, 2325 to 2326, 2327 to 2328, 2329 to 2330, 2331 to 2332, 2333 to 2334, 2335 to 2336, 2337 to 2338, 2339 to 2340, 2341 to 2342, 2343 to 2344, 2345 to 2346, 2347 to 2348, 2349 to 2350, 2351 to 2352, 2353 to 2354, 2355 to 2356, 2357 to 2358, 2359 to 2360, 2361 to 2362, 2363 to 2364, 2365 to 2366, 2367 to 2368, 2369 to 2370, 2371 to 2372, 2373 to 2374, 2375 to 2376, 2377 to 2378, 2379 to 2380, 2381 to 2382, 2383 to 2384, 2385 to 2386, 2387 to 2388, 2389 to 2390, 2391 to 2392, 2393 to 2394, 2395 to 2396, 2397 to 2398, 2399 to 2400, 2401 to 2402, 2403 to 2404, 2405 to 2406, 2407 to 2408, 2409 to 2410, 2411 to 2412, 2413 to 2414, 2415 to 2416, 2417 to 2418, 2419 to 2420, 2421 to 2422, 2423 to 2424, 2425 to 2426, 2427 to 2428, 2429 to 2430, 2431 to 2432, 2433 to 2434, 2435 to 2436, 2437 to 2438, 2439 to 2440, 2441 to 2442, 2443 to 2444, 2445 to 2446, 2447 to 2448, 2449 to 2450, 2451 to 2452, 2453 to 2454, 2455 to 2456, 2457 to 2458, 2459 to 2460, 2461 to 2462, 2463 to 2464, 2465 to 2466, 2467 to 2468, 2469 to 2470, 2471 to 2472, 2473 to 2474, 2475 to 2476, 2477 to 2478, 2479 to 2480, 2481 to 2482, 2483 to 2484, 2485 to 2486, 2487 to 2488, 2489 to 2490, 2491 to 2492, 2493 to 2494, 2495 to 2496, 2497 to 2498, 2499 to 2500, 2501 to 2502, 2503 to 2504, 2505 to 2506, 2507 to 2508, 2509 to 2510, 2511 to 2512, 2513 to 2514, 2515 to 2516, 2517 to 2518, 2519 to 2520, 2521 to 2522, 2523 to 2524, 2525 to 2526, 2527 to 2528, 2529 to 2530, 2531 to 2532, 2533 to 2534, 2535 to 2536, 2537 to 2538, 2539 to 2540, 2541 to 2542, 2543 to 2544, 2545 to 2546, 2547 to 2548, 2549 to 2550, 2551 to 2552, 2553 to 2554, 2555 to 2556, 2557 to 2558, 2559 to 2560, 2561 to 2562, 2563 to 2564, 2565 to 2566, 2567 to 2568, 2569 to 2570, 2571 to 2572, 2573 to 2574, 2575 to 2576, 2577 to 2578, 2579 to 2580, 2581 to 2582, 2583 to 2584, 2585 to 2586, 2587 to 2588, 2589 to 2590, 2591 to 2592, 2593 to 2594, 2595 to 2596, 2597 to 2598, 2599 to 2600, 2601 to 2602, 2603 to 2604, 2605 to 2606, 2607 to 2608, 2609 to 2610, 2611 to 2612, 2613 to 2614, 2615 to 2616, 2617 to 2618, 2619 to 2620, 2621 to 2622, 2623 to 2624, 2625 to 2626, 2627 to 2628, 2629 to 2630, 2631 to 2632, 2633 to 2634, 2635 to 2636, 2637 to 2638, 2639 to 2640, 2641 to 2642, 2643 to 2644, 2645 to 2646, 2647 to 2648, 2649 to 2650, 2651 to 2652, 2653 to 2654, 2655 to 2656, 2657 to 2658, 2659 to 2660, 2661 to 2662, 2663 to 2664, 2665 to 2666, 2667 to 2668, 2669 to 2670, 2671 to 2672, 2673 to 2674, 2675 to 2676, 2677 to 2678, 2679 to 2680, 2681 to 2682, 2683 to 2684, 2685 to 2686, 2687 to 2688, 2689 to 2690, 2691 to 2692, 2693 to 2694, 2695 to 2696, 2697 to 2698, 2699 to 2700, 2701 to 2702, 2703 to 2704, 2705 to 2706, 2707 to 2708, 2709 to 2710, 2711 to 2712, 2713 to 2714, 2715 to 2716, 2717 to 2718, 2719 to 2720, 2721 to 2722, 2723 to 2724, 2725 to 2726, 2727 to 2728, 2729 to 2730, 2731 to 2732, 2733 to 2734, 2735 to 2736, 2737 to 2738, 2739 to 2740, 2741 to 2742, 2743 to 2744, 2745 to 2746, 2747 to 2748, 2749 to 2750, 2751 to 2752, 2753 to 2754, 2755 to 2756, 2757 to 2758, 2759 to 2760, 2761 to 2762, 2763 to 2764, 2765 to 2766, 2767 to 2768, 2769 to 2770, 2771 to 2772, 2773 to 2774, 2775 to 2776, 2777 to 2778, 2779 to 2780, 2781 to 2782, 2783 to 2784, 2785 to 2786, 2787 to 2788, 2789 to 2790, 2791 to 2792, 2793 to 2794, 2795 to 2796, 2797 to 2798, 2799 to 2800, 2801 to 2802, 2803 to 2804, 2805 to 2806, 2807 to 2808, 2809 to 2810, 2811 to 2812, 2813 to 2814, 2815 to 2816, 2817 to 2818, 2819 to 2820, 2821 to 2822, 2823 to 2824, 2825 to 2826, 2827 to 2828, 2829 to 2830, 2831 to 2832, 2833 to 2834, 2835 to 2836, 2837 to 2838, 2839 to 2840, 2841 to 2842, 2843 to 2844, 2845 to 2846, 2847 to 2848, 2849 to 2850, 2851 to 2852, 2853 to 2854, 2855 to 2856, 2857 to 2858, 2859 to 2860, 2861 to 2862, 2863 to 2864, 2865 to 2866, 2867 to 2868, 2869 to 2870, 2871 to 2872, 2873 to 2874, 2875 to 2876, 2877 to 2878, 2879 to 2880, 2881 to 2882, 2883 to 2884, 2885 to 2886, 2887 to 2888, 2889 to 2890, 2891 to 2892, 2893 to 2894, 2895 to 2896, 2897 to 2898, 2899 to 2900, 2901 to 2902, 2903 to 2904, 2905 to 2906, 2907 to 2908, 2909 to 2910, 2911 to 2912, 2913 to 2914, 2915 to 2916, 2917 to 2918, 2919 to 2920, 2921 to 2922, 2923 to 2924, 2925 to 2926, 2927 to 2928, 2929 to 2930, 2931 to 2932, 2933 to 2934, 2935 to 2936, 2937 to 2938, 2939 to 2940, 2941 to 2942, 2943 to 2944, 2945 to 2946, 2947 to 2948, 2949 to 2950, 2951 to 2952, 2953 to 2954, 2955 to 2956, 2957 to 2958, 2959 to 2960, 2961 to 2962, 2963 to 2964, 2965 to 2966, 2967 to 2968, 2969 to 2970, 2971 to 2972, 2973 to 2974, 2975 to 2976, 2977 to 2978, 2979 to 2980, 2981 to 2982, 2983 to 2984, 2985 to 2986, 2987 to 2988, 2989 to 2990, 2991 to 2992, 2993 to 2994, 2995 to 2996, 2997 to 2998, 2999 to 3000, 3001 to 3002, 3003 to 3004, 3005 to 3006, 3007 to 3008, 3009 to 3010, 3011 to 3012, 3013 to 3014, 3015 to 3016, 3017 to 3018, 3019 to 3020, 3021 to 3022, 3023 to 3024, 3025 to 3026, 3027 to 3028, 3029 to 3030, 3031 to 3032, 3033 to 3034, 3035 to 3036, 3037 to 3038, 3039 to 3040, 3041 to 3042, 3043 to 3044, 3045 to 3046, 3047 to 3048, 3049 to 3050, 3051 to 3052, 3053 to 3054, 3055 to 3056, 3057 to 3058, 3059 to 3060, 3061 to 3062, 3063 to 3064, 3065 to 3066, 3067 to 3068, 3069 to 3070, 3071 to 3072, 3073 to 3074, 3075 to 3076, 3077 to 3078, 3079 to 3080, 3081 to 3082, 3083 to 3084, 3085 to 3086, 3087 to 3088, 3089 to 3090, 3091 to 3092, 3093 to 3094, 3095 to 3096, 3097 to 3098, 3099 to 3100, 3101 to 3102, 3103 to 3104, 3105 to 3106, 3107 to 3108, 3109 to 3110, 3111 to 3112, 3113 to 3114, 3115 to 3116, 3117 to 3118, 3119 to 3120, 3121 to 3122, 3123 to 3124, 3125 to 3126, 3127 to 3128, 3129 to 3130, 3131 to 3132, 3133 to 3134, 3135 to 3136, 3137 to 3138, 3139 to 3140, 3141 to 3142, 3143 to 3144, 3145 to 3146, 3147 to 3148, 3149 to 3150, 3151 to 3152, 3153 to 3154, 3155 to 3156, 3157 to 3158, 3159 to 3160, 3161 to 3162, 3163 to 3164, 3165 to 3166, 3167 to 3168, 3169 to 3170, 3171 to 3172, 3173 to 3174, 3175 to 3176, 3177 to 3178, 3179 to 3180, 3181 to 3182, 3183 to 3184, 3185 to 3186, 3187 to 3188, 3189 to 3190, 3191 to 3192, 3193 to 3194, 3195 to 3196, 3197 to 3198, 3199 to 3200, 3201 to 3202, 3203 to 3204, 3205 to 3206, 3207 to 3208, 3209 to 3210, 3211 to 3212, 3213 to 3214, 3215 to 3216, 3217 to 3218, 3219 to 3220, 3221 to 3222, 3223 to 3224, 3225 to 3226, 3227 to 3228, 3229 to 3230,

Commercial.

TO-DAY.

THE SHARE MARKET.
5 o'clock.
Business to-day has been chiefly confined to settlements. Banks, which were done yesterday at from 107 to 201 for cash and at 210 and 211 for March and 213 and 214 for April, have changed hands this afternoon at 199 for cash and 208 for March. Sales of Steamboats have been reported at 41 and there are further sellers. Some small lots of Pungjoms have been booked at 19 and 18, the stock closing firm, with buyers at the latter figure. Land investments have been placed at 104, but at this rate no additional shares are obtainable. Nothing else need be specially referred to.

CLOSING QUOTATIONS.
Hongkong and Shanghai Bank—199 per cent. premium, sales and sellers.
Union Insurance Society of Canton—\$103 per share, buyers.
China Traders' Insurance Company—\$73 per share, buyers.
North China Insurance—Tls. 350 per share, buyers.
Canton Insurance Company, Limited—\$130 per share.
Yangtze Insurance Association—Tls. 96 per share.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$385 per share, buyers.
China Fire Insurance Company—\$88 per share, sellers.
Hongkong and Whampoa Dock Company—60 per cent. premium, sales and sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$41 per share, sales and sellers.
China and Manila Steam Ship Company—100 per share, buyers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$200 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
Indo-China Steam Navigation Company, Limited—121 per cent. dis., buyers.
Douglas Steamship Company—\$64 per share, sellers.
China Sugar Refining Company, Limited—\$222 per share, buyers.
Luzon Sugar Refining Company Limited—\$69 per share, sellers.
Hongkong Ice Company—\$110 per share, buyers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$14 per share, sellers.
A. S. Watson & Co., Limited—\$23 per share, sellers.

Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
Chinese Imperial Loan of 1885 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$100 per share, buyers.
The Hongkong Steam Laundry Co., Ltd.—\$35 per share.
Punjom and Sanghie Dua Samantan Mining Co.—\$181 per share, sales and buyers.
Hongkong and Kowloon Wharf and Godown Company—\$77 per share, buyers.
Tongkin Coal Mining Co.—\$450 per share, sellers.
The Hongkong High-Level Tramway Co., Limited—200 per cent. prem., sellers.
The East Borneo Planting Co., Limited—\$61 per share, sellers.
The Seng Lee Planting Co., Ltd.—\$61 per share, buyers.
Crusoebank & Co., Ltd.—\$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—par, nominal.
The China-Borneo Co., Ltd.—\$40 per share, buyers.

The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
The Green Island Cement Co. (Old Issue)—\$43 per share, buyers.
The Green Island Cement Co. (New Issue)—\$61 per share, buyers.
The Hongkong Land Investment Co., Ltd.—\$104 per share, sales and buyers.
The Hongkong Electric Light Co., Ltd.—\$4 per share, buyers.
Geo. Fenwick & Co., Limited—\$30 per share, buyers.
The West Point Building Co., Ltd.—\$46 per share, buyers.
The Peak Hotel and Trading Co., Ltd.—\$24 per share, sellers.
The Labak Planting Co., Ltd.—\$25 per share, nominal.
The Jebleu Mining and Trading Co., Ltd.—\$6 per share, buyers.
The Selatan Tin Mining Co., Ltd.—\$31 per share, sellers.
The Shamen Hotel Co., Ltd.—\$5 per share, nominal.
The Kowloon Land Investment Co., Ltd.—\$16 per share, sellers.
The Hongkong Marine, Limited—25 per cent. premium, buyers.

ON LONDON, B. T. T. 3/11
Bank Bills, on demand 3/11
Bank Bills, at 30 days sight 3/11
Bank Bills, at 4 months sight 3/11
Credits at 4 months sight 3/11
Documentary Bills, at 4 months sight 3/11
ON PARIS, B. T. T. 3/95
Credits, at 4 months sight 3/95
ON LONDON, T. T. 3/225
ON DEMAND 3/225
ON SHANGHAI, B. T. T. 7/2
Private, 30 days sight 7/2

OPIMUM MARKET—THIS DAY.
NEW MALWA, per picul 550
(Allowance, Trade 40 to 50)
OLD MALWA, per picul 560
(Allowance, Trade 40 to 48)
NEW PATNA, (without choice) per chest 517
NEW PATNA, (first choice) per chest 520
NEW PATNA, (bottom) per chest 527
NEW PATNA, (second choice) per chest 515
OLD PATNA, per chest 500
NEW BENGAL, (without choice) per chest 515
NEW BENGAL, (bottom) per chest 525
NEW PATNA (best quality) per picul 550
OLD PATNA (best quality) per picul 545
OLD PATNA (second quality) per picul 540

SHIPPING IN HONGKONG.
ALMORA, British steamer, 1,721, T. J. Grier, 25th Dec.—Java, 30th Dec, Sugar—Jardine, Matheson & Co.
AVOCHIE, British steamer, 1,034, T. Rowin, 24th Dec.—Bangkok 12th Dec, Rice—Morris & Co.
BATAVIA, British steamer, from Vancouver, and Yokohama 21st December, General—Adamson, Bell & Co.
BORMIDA, Italian steamer, 1,644, E. De Negri, 29th Dec.—Bombay 7th Dec, and Singapore 20th, General—Carlowitz & Co.
CAMBODIA, British steamer, 1,663, Wildgoose, 31st Dec.—London, and Singapore 25th Dec, General—Russell & Co.
DORIS, German steamer, 771, J. Rahen, 29th Dec.—Swatow 28th Dec, General—Wiesler & Co.
GLAUCUS, British steamer, 1,344, W. J. Hannah, 29th Dec.—Shanghai 22nd Dec, via Amoy, and Swatow 28th, General—Butterfield & Swire.

HAKYAN, British steamer, 1,183, S. Ashton, 20th Dec.—Fochow 17th Dec, Amoy 18th, and Swatow 19th, General—D. Laprak & Co.
JOHANN, German steamer, 497, H. Blinge, 30th Dec.—Hobow 27th Dec, General—Wiesler & Co.
KIEL, German steamer, 857, W. Krutzfeldt, 27th Dec.—Singapore, 19th Dec, General—Melchers & Co.

KUMYAT, Chinese steamer, 603, Clifford, 4th Dec.—Wuhu 29th Nov, Rice—C. M. S. N. Co.
KUTSANO, British steamer, 1,495, Young, 5th Dec.—Whampoa 5th Dec, General—Jardine, Matheson & Co.
LOIRE INTERPRETE, French steamer, 531, Lehnede, 23rd Dec.—Hollo 17th October, Sapanwood—A. R. Marty.
MARIE, German steamer, 724, A. Hundewadt, 28th Dec.—Haliphong 25th Dec, Rice and General—A. R. Marty.
NAMOJA, British steamer, 863, T. G. Pocock, 29th Dec.—Fochow 25th Dec, Amoy 26th, and Swatow 28th, General—D. Laprak & Co.

NANTES LE HAVRE, French steamer, 1,182, Jeffray, 5th Dec.—Swatow 5th Dec, Ballast—A. R. Marty.
NIZAM, British steamer, 1,615, T. F. Creery, 30th Dec.—Yokohama 22nd Dec, Meila and General—P. & O. S. N. Co.
PHRA CHULA, Chinese steamer, 1,615, W. J. Hannah, 29th Dec.—Bangkok 20th Dec, General—Yuen Fat Hong.
PHU-QUOC, French steamer, 183, Vallin, 26th Sept.—Touren 20th Sept, Coals—Wing Tai & Co.

PROPOSITA, British steamer, 1,387, Wm. H. Farnard, 28th Dec.—Kutchinow 24th Dec, Coals and General—Mitsui Bussan Kaisha.
TAICHKOW, German steamer, 238, P. Duime, 20th Dec.—Whampoa 25th December, General—Morris & Ray.
B. P. CHERRY, American ship, 1,495, C. E. Humphreys, 6th Nov.—Seyracilla 10th Sept, Co.—Butterfield & Swire.
CAYALAN, Danish ship, 254, Hansen, 20th Dec.—Domail 15th Dec, Blackwood—Stensen & Co.
CHANGKAI, American ship, 1,770, D. S. Goodwin, 28th Dec.—San Diego, Cal., 12th April, Ballast—Russell & Co.

DEPARTURES.
December 30, Cheang Chew, British steamer, for Amoy.
December 30, Yuen Sang, British steamer, for Swatow.
December 31, Fushiki Maru, Japanese steamer, for Nagasaki.
December 31, Yapan, British steamer, for Singapore, &c.
December 31, Devawongse, British steamer, for Bangkok.
December 31, Deucalion, British steamer, for Singapore, &c.
December 31, Chi-yuen, Chinese steamer, for Shanghai.
December 31, Fophsang, British steamer, for Shanghai.

PARSENGERS—ARRIVED.
Per Ganges, str. from Shanghai for Hongkong—Messrs. J. R. Scott and servant, Yuen Shing Tank and 9 Chinese. For London—Messrs. McDonald and W. H. Llewellyn.
Per Chowfa, str. from Bangkok—30 Chinese.
Per Don Yuan, str. from Manila—Mr. D. da Souza, and 6 Chinese.
Per Dardanus, str. from Japan—7 Chinese.

REMARKS.
The Spanish steamship Don Juan reports that she left Manila on the 28th instant. Had fine weather.
The British steamship Chowfa reports that she left Bangkok on the 23rd instant. Had strong north-east monsoon and heavy head sea all the way.

POST OFFICE.
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For Nagasaki, Kobe, Yokohama, and Vancouver, B.C.—Per Batavia, on Thursday, the 9th January, at 11.30 A.M.
For Yokohama, and San Francisco.—Per City of Rio de Janeiro, on Thursday, the 9th January, at 3.30 P.M.

STEAMERS.
ALMORA, British steamer, 1,721, T. J. Grier, 25th Dec.—Java, 30th Dec, Sugar—Jardine, Matheson & Co.
AVOCHIE, British steamer, 1,034, T. Rowin, 24th Dec.—Bangkok 12th Dec, Rice—Morris & Co.
BATAVIA, British steamer, from Vancouver, and Yokohama 21st December, General—Adamson, Bell & Co.
BORMIDA, Italian steamer, 1,644, E. De Negri, 29th Dec.—Bombay 7th Dec, and Singapore 20th, General—Carlowitz & Co.
CAMBODIA, British steamer, 1,663, Wildgoose, 31st Dec.—London, and Singapore 25th Dec, General—Russell & Co.
DORIS, German steamer, 771, J. Rahen, 29th Dec.—Swatow 28th Dec, General—Wiesler & Co.
GLAUCUS, British steamer, 1,344, W. J. Hannah, 29th Dec.—Shanghai 22nd Dec, via Amoy, and Swatow 28th, General—Butterfield & Swire.

HAKYAN, British steamer, 1,183, S. Ashton, 20th Dec.—Fochow 17th Dec, Amoy 18th, and Swatow 19th, General—D. Laprak & Co.
JOHANN, German steamer, 497, H. Blinge, 30th Dec.—Hobow 27th Dec, General—Wiesler & Co.
KIEL, German steamer, 857, W. Krutzfeldt, 27th Dec.—Singapore, 19th Dec, General—Melchers & Co.
KUMYAT, Chinese steamer, 603, Clifford, 4th Dec.—Wuhu 29th Nov, Rice—C. M. S. N. Co.
KUTSANO, British steamer, 1,495, Young, 5th Dec.—Whampoa 5th Dec, General—Jardine, Matheson & Co.
LOIRE INTERPRETE, French steamer, 531, Lehnede, 23rd Dec.—Hollo 17th October, Sapanwood—A. R. Marty.
MARIE, German steamer, 724, A. Hundewadt, 28th Dec.—Haliphong 25th Dec, Rice and General—A. R. Marty.
NAMOJA, British steamer, 863, T. G. Pocock, 29th Dec.—Fochow 25th Dec, Amoy 26th, and Swatow 28th, General—D. Laprak & Co.

NANTES LE HAVRE, French steamer, 1,182, Jeffray, 5th Dec.—Swatow 5th Dec, Ballast—A. R. Marty.
NIZAM, British steamer, 1,615, T. F. Creery, 30th Dec.—Yokohama 22nd Dec, Meila and General—P. & O. S. N. Co.
PHRA CHULA, Chinese steamer, 1,615, W. J. Hannah, 29th Dec.—Bangkok 20th Dec, General—Yuen Fat Hong.
PHU-QUOC, French steamer, 183, Vallin, 26th Sept.—Touren 20th Sept, Coals—Wing Tai & Co.
PROPOSITA, British steamer, 1,387, Wm. H. Farnard, 28th Dec.—Kutchinow 24th Dec, Coals and General—Mitsui Bussan Kaisha.
TAICHKOW, German steamer, 238, P. Duime, 20th Dec.—Whampoa 25th December, General—Morris & Ray.
B. P. CHERRY, American ship, 1,495, C. E. Humphreys, 6th Nov.—Seyracilla 10th Sept, Co.—Butterfield & Swire.
CAYALAN, Danish ship, 254, Hansen, 20th Dec.—Domail 15th Dec, Blackwood—Stensen & Co.
CHANGKAI, American ship, 1,770, D. S. Goodwin, 28th Dec.—San Diego, Cal., 12th April, Ballast—Russell & Co.

DARDANUS, British steamer, 1,491, Purdy, 30th Dec.—Japan 26th Dec, General—Butterfield & Swire.
STORR NORDISKE, Danish steamer, 596, E. Suenon, 31st Dec.—from a cruise 29th Dec.—G. N. Telegraph & Co.
CHOWFA, British steamer, 1,037, F. W. Phillips, 31st Dec.—Bangkok 23rd Dec, General—Yuen Fat Hong.
FOOKSANG, British steamer, 990, H. W. Hogg, 31st Dec.—Whampoa 31st Dec, General—Jardine, Matheson & Co.
NINGPO, German steamer, 763, R. Koehler, 31st Dec.—Whampoa 31st Dec, General—Stensen & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Namoa, British steamer, for Swatow, &c.
Devawongse, British steamer, for Bangkok.
Proposita, British steamer, for Kutchinow.
Japan, British steamer, for Singapore, &c.
Doris, German steamer, for Hoibow.
G. Goodwin, American ship, for New York.
Fookhsang, British steamer, for Shanghai.
Chi-yuen, Chinese steamer, for Shanghai.
Storr Nordiske, Danish steamer, for a cruise.

DEPARTURES.
December 30, Cheang Chew, British steamer, for Amoy.
December 30, Yuen Sang, British steamer, for Swatow.
December 31, Fushiki Maru, Japanese steamer, for Nagasaki.
December 31, Yapan, British steamer, for Singapore, &c.
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PARSENGERS—ARRIVED.
Per Ganges, str. from Shanghai for Hongkong—Messrs. J. R. Scott and servant, Yuen Shing Tank and 9 Chinese. For London—Messrs. McDonald and W. H. Llewellyn.
Per Chowfa, str. from Bangkok—30 Chinese.
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GLAUCUS, British steamer, 1,344, W. J. Hannah, 29th Dec.—Shanghai 22nd Dec, via Amoy, and Swatow 28th, General—Butterfield & Swire.

HONGKONG—SAILING VESSELS.
Continued.
COLOMA, American bark, 843, C. M. Noyes, 9th Dec.—Portland 19th Oct., and Honolulu 8th Nov, Lumber—Order.
CONQUEROR, American ship, 1,550, A. D. Lott, 10th Dec.—Anjer 1st June, Ballast—Reuter, Brockelmann & Co.
C. C. CHAPMAN, American ship, 1,570, A. J. Hichborn, 18th Dec.—Sandakan 24th Nov, Timber—Order.
CUMBRIAN, British ship, 1,052, A. Waycott, 22nd Dec.—Middlecabro and Iran and Caka—Junn, Melbye & Co.
EMPREZ, British bark, 254, Wm. A. H. Allen, 19th Dec.—Freemantic 17th Nov, Sandalwood—Stensen & Co.
GOV. GOODWIN, American ship, 1,414, Samuel P. 21st Dec.—Shanghai 16th Dec, Wood and Peas—Carlowitz & Co.
GREAT ADMIRAL, American ship, 1,497, J. F. Rowell, 30th Nov.—San Francisco 8th Oct, Flour—Melchers & Co.
HANS, German schooner, 120, G. A. Hansen, 2nd Dec.—Metrop 25th Sept, General—Blackhead & Co.
HAMBURG, German bark, 939, G. Blesener, 11th Dec.—Hamburg 13th July, General—Carlowitz & Co.
ICKERD, American ship, 1,135, Treat, 21st Dec.—New York 18th July, Kerosene Oil—Jardine, Matheson & Co.
ISABEL, Norwegian bark, 1,165, S. Hegge, 14th Dec.—Shanghai 9th Dec, Ballast—Order.
J. W. FIDLERICH, German ship, 1,108, G. Meyer, 4th Dec.—Newcastle 20th Oct, Coals—Captain.
KITTY, British bark, 802, H. Wilson, 30th Aug.—Portland, Oregon 9th July, Lumber—D. Musco & Co.
LILL, German bark, 917, Carly, 22nd Dec.—Newcastle, N.S.W., 2nd Nov, Coal—Order.
N. M. SLADE, American bark, 535, J. C. Teixeira, 1st October.—Cebu 4th Sept, Sugar and Hemp—Captain.
OAKA, British bark, 517, T. Jones, 20th Dec.—Albany 16th Nov, Sandalwood—Order.
REMBRANDT, American ship, 1,341, J. D. Paine, 22nd Dec.—New York 1st August, Kerosene Oil—Russell & Co.
SATSUMA, British bark, 364, Swinson, 22nd Dec.—Whampoa 22nd Dec, Ballast—Order.
STATE OF MAINE, American ship, 1,467, Nichols, 10th Dec.—New York 4th August, Petroleum—Gibb, Livingston & Co.
S. MENDEL, British bark, 1,117, Gower, 21st Dec.—Whampoa 21st Dec, General—Wiesler & Co.
STRATHKERN, British ship, 1,705, J. Robb, 27th Oct.—Cardiff 5th July, Coals and Coke—Order.
SWAN, American brig, 250, Baade, 25th Dec.—Yap (Caroline Islands) 16th Dec, Ballast—Moore and Siemens.
TEOCLE, Hawaiian bark, 750, M. Moraca, 21st Dec.—Albany, W.A., 9th Nov, Sandalwood—Order.
VICTORY, British bark, 491, R. Martin, 9th Dec.—Honolulu 4th Nov, General—Chinese.
WANDERING JEW, American bark, 1,650, D. C. Nichols, 30th Sept.—Newcastle, N.S.W., 21st August, Coal—Order.

LOST.
THE Undernoted 100 SHARES of the HONGKONG AND SHANGHAI BANKING CORPORATION, being the Property of the undersigned, having been LOST, the Public are warned against negotiating same.
Certificate in name of Corp No. 2456/6, 2456/52, 2456/53, 2456/54, 2456/55, 2456/56, 2456/57, 2456/58, 2456/59, 2456/60, 2456/61, 2456/62, 2456/63, 2456/64, 2456/65, 2456/66, 2456/67, 2456/68, 2456/69, 2456/70, 2456/71, 2456/72, 2456/73, 2456/74, 2456/75, 2456/76, 2456/77, 2456/78, 2456/79, 2456/80, 2456/81, 2456/82, 2456/83, 2456/84, 2456/85, 2456/86, 2456/87, 2456/88, 2456/89, 2456/90, 2456/91, 2456/92, 2456/93, 2456/94, 2456/95, 2456/96, 2456/97, 2456/98, 2456/99, 2456/100.
50 Shares, L. Mendel, B. 20714
10 Shares, W. D. Spence, B. 20999
25 " Do. B. 21234
15 Shares, W. H. Gaskell, B. 22669
Hongkong, 9th September, 1889. [1122]